

# fishing news

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## Official and Classified ADVERTISEMENTS

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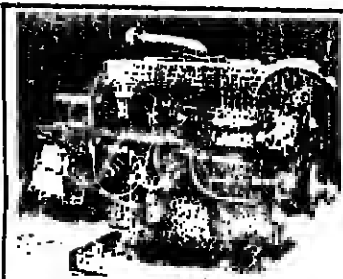


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# MYSTERY LOSSIEMOUTH TRAGEDY Seiner and five crew lost

THE LOSSIEMOUTH fishing fleet was staying in port this week as a mark of respect to the five crewmen who went missing on Sunday in the 60ft. seiner *Sapphire*. All hope for the men has disappeared and the search called off.

Conservative Party leader Margaret Thatcher, who was due to visit the port on Friday, has cancelled her visit on hearing of the tragedy.

*Sapphire* (UL 194) disappeared while en route from Lochinver to her home port of Lossiemouth via the Pentland Firth.

A full-scale search was called off on Sunday after divers located her engine and winch off the rocky headland near Storr Point.

The divers were taken to this spot on board the fishing vessel *Scotio* after searchers

had spotted wreckage — a battered lifeboat and a lifebelt marked *Sapphire*. No bodies were found.

The tragedy only began to be realised after a 48-hour silence. She had left Lochinver at 2 a.m. on Thursday morning last week.

It was only after Skipper James McLeod (38) failed to arrive home to keep a wedding anniversary date with his wife that the full implication of the silence began to be seen.

A search was then organised involving Lochinver life boat, and RAF Nimrod, British Airways helicopters, Lochinver Auxiliary Coast Rescue Company and a



Skipper John Thomson: convinced *Sapphire* ran onto the rocks.

number of Lochinver-based fishing vessels.

Other crew members lost were: Raymond Bruce (38), George Thomson (58), Jimmie Gault (55), all of Lossiemouth, and 21-year-old Robert Craig, of Elgin, whose wife is expecting their first baby.

The sixth member of the crew, William McLeod (26), had been off work for seven weeks with a shoulder injury and had failed to persuade his doctor to allow him to rejoin his crew mates on Wednesday before *Sapphire* left on her fateful voyage.

The tragedy may have come to light sooner if there had not been some confusion over Skipper McLeod's intentions. There was a fault in the winch gear on *Sapphire* and it was not known whether Skipper McLeod was going to attempt fishing before taking the vessel through the Minch round the north coast of Scotland, and through the Pentland Firth back to Lossiemouth for repairs.

When Skipper McLeod failed to turn up on Friday

his wife thought he had been delayed by the winch trouble.

While many theories were being put forward as to what happened to the vessel, one of Lossiemouth's top skippers who knows the area *Sapphire* was in said he is convinced she had been driven onto the rocks.

Skipper John Thomson of *Horizon* pointed out that from the location of the wreckage he did not think *Sapphire* could have been overwhelmed by a sea.

"One mile beyond Storr Point — I don't think he could have been fishing, so I don't think he would have been overcome out at sea."

Skipper Thomson was also sure that *Sapphire* had been lost before daylight on Thursday. "We sailed from Lochinver at 8 o'clock on Thursday night — 18 hours after *Sapphire*," he added.

The little port of 6,000 people now finds itself hounded tightly together in grief. It was 20 years ago when the port was mourning the loss of

## 'Othello' delayed

THE freezer stern trawler *Othello* did not leave Hull last weekend for her new Australian fishing base at Albany as expected. Some preparatory work — mainly stowage — was still awaiting completion.

Originally the vessel was due to set out last Friday but after a late revision the sailing was deferred until Tuesday this week.

A BUT spokesman then told *Fishing News* "There is

a local crew and boat who the seine netter *Dove* went down off the Aberdeen coast.

Immediate financial help for relatives of the lost men will be taken care of by a trawler fund which fishermen of Lossiemouth have been contributing to for over 10 years. Through their Association, fishermen have been paying money into the fund under a levy system.

still a further delay in preparations but we are sure she will be able to leave the weekend.

The ship is taking out of equipment for a processing factory being built in conjunction with the Australian venture. ABA's processing plant is a 100,000 tonne facility with a 100,000 tonne freezer storage capacity.

"The crew are still waiting to sail and we are hopeful the *Othello* will be away at the weekend," said the spokesman.

# £77,449 RECORD FOR 'REVENGE'

TOP DISTANT water trawler skipper Johnny Meadows smashed the Grimaby port grossing record last week.

Ha brought BUT's giant sidewinder *Ross Revenge* home from a 25-day Bear Island trip with 2,128 kits which sold for £77,449.

It was the largest-ever grossing by a local trawler of Grimaby, although the Icelandic stern dragger *Ogri's*

national grossing record of £98,540 — established on the last day of November 1976 — was never in danger.

Skipper Meadows is making a habit of pulling off record trips when distant water fishing is generally recognised as being below its best.

Last year, late in August, he set-up the old Grimsby port high of £76,697 from 3,179 kits of Icelandic fish; and during '75 and '74 he scored heavily when the rest

of the distant water fleet was having rather a quiet time.

However, the 222ft. trawler has been one of Grimsby's most consistent top earners. Her latest achievement is another important milestone in her Grimsby career.

*Ross Revenge* turned out 1,968 kits of cod and a cod-hungry market in the big tally. This alone accounted for £74,543 of the record grossing. The balance came mostly from 61 kits of 90 of catfish.

Scotland will give a total of 101,000 tons.

Landings of pilchard and other pelagic fish may increase from 8,000 tons in 1976 to 14,000 tons this year. In 1978 there is likely to be further exploitation of blue whiting which might result in landings of about 10,000 tons to bring the total for other pelagic fish up to 24,000 tons.

In 1976, landings of all fish (except shellfish) by British vessels amounted to 850,000 tons. They may drop to between 745,000 and 765,000 this year, and in 1978 may fall again to 721,000 to 771,000 tons, due to the expected fall in landings of demersal food fish.

During the first half of 1977, demersal landings of demersal food fish were kept up by big catches of haddock from the North Sea. But marine biologists expect that North Sea haddock catches will start to decline and the haddock quota for 1978 will almost certainly be lower than the 1977 catch.

From a total of 212,000 tons in 1976, FERU forecasts eventual 1977 cod landings at 128,000 tons and 1978 landings at 146,000 tons. This increase depends on assuming

of improved North Sea catches compared with 1976 and the maintenance of the 1977 level of catches in the north-east Arctic.

"Neither of these conditions may be met," says FERU, "and so a further fall in cod landings in 1978 is quite possible."

## Expected

FERU describes its projections as a qualitative indication of how UK landings are expected to develop in 1977 and 1978, based on assumptions that a reasonable estimate of the likely catch can be made. It is not intended to be a quantitative prediction of what will actually happen.

UK landings of 1976 were 850,000 tons. They may drop to between 745,000 and 765,000 this year, and in 1978 may fall again to 721,000 to 771,000 tons, due to the expected fall in landings of demersal food fish.

# We will still be buying says meal plant MACKEREL ORDER HAS 'NO TEETH'

THE GOVERNMENT'S clamp-down on industrial fishing for mackerel has upset the UK's biggest fish meal buyers.

Managing director of the Hull Fish Meal and Oil Co. Ltd. Matt Anderson, said this week that he was still expecting to get supplies from the South West — a region from which he bought 25,000 tons last winter at about £30 a ton.

He said: "The Government can't compel anyone to eat

mackerel. In this country there is a very small human consumption of the species.

"Out of every catch landed, there is a proportion which is not fit for human consumption. The industry's buyers on the quayside are the ones who will decide what they want. If the catch isn't fit to eat I think it will go for meal rather than be dumped back at sea."

Mr. Anderson said he did not think the Mackerel Protection Order, 1977, had

any teeth at all.

He added that he was not in favour of fishing directly for meal, and was sensitive of the image people had today about fish-meal.

## High quality

"We make high-quality foodstuffs for pigs and poultry," he said. "The oil goes for margarine and shortenings. You could say that when the housewife sits down to her boiled egg, she is

eating her fish."

Mr. Anderson said the country imported between 250,000 and 300,000 tons of fish-meal a year at between £260 and £320 a ton.

Any contributions from the home fleet helped keep down this part of our import bill.

A MAFF spokesman said that all the points raised were sure to be considered at the time of the review of the Protection Order on October 31, when catchers' and consumers' views would be examined.

# Spanish skipper fined £5,000

THE RELIEF skipper of the 1,000-ton Spanish trawler, *Songa*, was fined £5,000 by Plymouth Magistrates on Friday after pleading guilty to fishing without a licence within the British 200-mile limit.

Alexandro Rodriguez, 54, of San Sebastian, was acting skipper on *Songa* for a month while the regular skipper was on leave, the court was told.

Only 140 Spanish trawlers were allowed to fish within the limit. *Songa* had held a licence, but this had expired last June. And an application had since been made for a new one.

Hilary Collins, prosecuting for MAFF, said *Songa* was spotted fishing 130 miles S.W. of the Bishop Rock by the Royal Naval fishery protection vessel, HMS *Brighton*.

A boarding party from the frigate found an eight-ton

catch in the hold, worth £5,000. Rodriguez was co-operative all along.

Defending, David Bishop said this was Rodriguez's first time in charge of such a large vessel in these waters.

The court made no order for the confiscation of gear or catch.

## Check your FN number

MANY *Fishing News* readers may have noticed a mistake in our issue numbers recently. It jumped from 3341 on the August 19 issue, to 3442 the following week.

We have corrected the number to 3346 this issue and apologise for any confusion it may have caused.

# ... Big rush for licences

THE NEW mackerel licence scheme, which came into force on Saturday, brought great activity and interest at Newlyn, Cornwall.

Hundreds of applications have been received at the Ministry of Agriculture and Fisheries office at the port, which is the biggest mackerel fishing centre in the county, and also the centre for all applications west of a line from Mevagissey to Padstow inclusive.

Applications have been flowing in at a very fast rate for boats of all sizes, and particularly for the vast number of hand-liners which operate in Cornwall.

The new scheme, which it is hoped will protect liners, is aimed at conservation by concentrating on mackerel for human consumption rather

than fish meal. All British boats engaged in the mackerel fishery will have to be licensed in an initial six-weeks period from last Saturday to October 31, when the position will be reviewed. Licences are issued free.

## 'Pearl' on her own

BUT's *Kingston Pearl* (Sk. B. Turner), the only trawler landing for Hull's Monday market, grossed £35,980 for 982 kits caught in a 26-day Bear Island/White Sea trip.

Newington's C. S. Forester (Sk. R. Taylor), which had left Hull last Friday for the Bear Island grounds, has returned for repairs.

# Billingsgate

IT WILL be remembered that about Christmas-time last year the sale of cockles was stopped in the market by the public health authorities. There is no doubt that for three months or so the Leigh cocklemen had a very rough time.

Not only was their main source of income stopped but the authorities placed stringent and costly requirements on them before the trade could be resumed.

It is therefore pleasing to report that they are all not only in production, but all appear to have made up for the volume of lost sales. Their product is now, in the main, well protected by polythene bags, brightly printed with the producer's name and at least one producer, Roy West, has invested in a refrigerated van to bring his cockles to market.

Occasional lapses in the agreed code of practice have been noted but it is hoped that those responsible will mend their ways before another disaster hits the industry.

It would be particularly bad luck if, after all the trouble the producers have taken, the retailers let them down. The Fishmongers Company issued a letter of advice to retailers but there must be some doubt if certain customers, particularly the part-timers who visit the market only on Saturday or Sunday, have got the message.

It may be thought a little ludicrous to quote John Donne but not only is "no man an island" but the point must be made that no part of the fish trade is isolated from another.

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# COMMENT

THE FORECAST by the White Fish Authority that imports of cod could soar by over £40 million this year will, if proved right, be the most tangible evidence so far of the erosion of British fishing operations by limit extensions.

Shortly, this demersal fish crisis is expected to take another turn for the worse with the anticipated closure of the north-east Arctic grounds to British trawlers. As a last hope the eyes of Humberside owners will now be even more firmly fixed on the grounds to the west of Britain where the seasonal blue whiting fishery takes place.

The snag with blue whiting is that no one is yet one hundred per cent sure of its acceptability on the food market. From a report to be published in *Fishing News* next week, it seems the White Fish Authority is optimistic about the processing and acceptability trials it is carrying out with blue whiting.

In the end, however, it will be the major frozen food firms who decide whether we are in business with blue whiting. For some time now, both Findus and Birds Eye have had blue whiting processing lines at work in their factories. So far they have been reluctant to reveal what progress has been made.

Time is now running out for the distant water fleet and this coyness on the part of the frozen food firms could prove costly. Trawler owners will want to know whether it's worth keeping trawlers operational through the Winter to get at the blue whiting in the Spring.

THIS WEEK the thoughts of the British fishing industry go out to the port of Lossiemouth which is mourning the loss of five fishermen in the *Sapphire* tragedy. While there is a new air of prosperity in some of our inshore ports, it is worth reflecting on the price that sometimes has to be paid for it.

# fishing news

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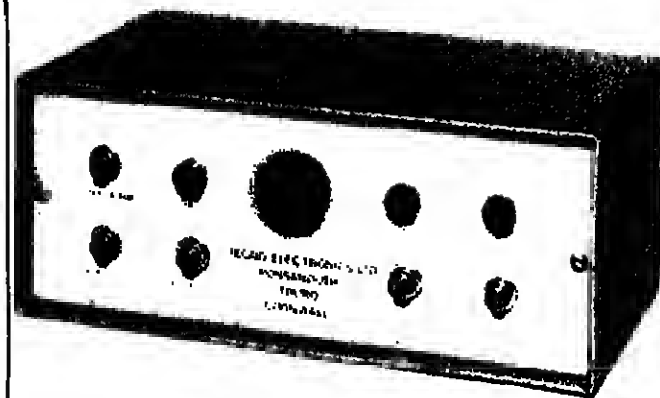
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# REAL COOL RHODELLA

RHODELLA, the latest wooden seiner-trawler from Jones Buckie Shipyard, is fitted with fishroom chilling plant. The 74-footer has been built for Skipper Eric Smith of Buckie.

She has very attractive lines and was designed by naval architects, G. L. Watson and Co. Her beam is 21ft. 6in. and tonnage under Part IV registry, just under 50.

She is the second Rhodello built by Jones for Skipper Smith, the first being a 71ft. cruiser-stemmed vessel completed in 1966.

Skipper Smith said that he had chosen a transom stern for the new boat as this gives more room aft both on deck and below. Other skippers have assured him that a transom stern in no way detracts from a vessel's sea keeping abilities.

Rhodello's fishroom chilling plant, supplied by the Aberdeen-based firm of Currie and Thomson (Engineers) Ltd., was installed to stop the ice from melting and, therefore, preserve the quality of the catch. Skipper Smith told Fishing News:

Without a chilling plant, he said, a ten-ton supply of ice can melt away well before the end of a five or six day fishing trip.

Rhodello is of traditional Scottish seiner-trawler layout with the deckhouse aft. She is fitted with a full range of gear handling machinery which is now becoming almost standard equipment aboard modern vessels of this type.

A two-drum set of seine rope storage reels from the Lossie Hydraulic Co. are fitted at the after side of the winch and have capacity on each drum for 17 coils of three in. rope. They are fully controlled from the wheelhouse.

D. F. Sutherland and Co. of Lossiemouth supplied the hydraulic combined seine and trawl winch which is fitted well forward, under the shelter of the wheelhouse.

Its trawl drums are fitted forward of the seine barrels, in an athwartships position, thereby saving deck space. Her Lossie Hydraulics power block is hung on a single

reach derrick aft of the deckhouse.

All the seine rope rollers and guides were made by Fraserburgh Engineering Co. The units have rollers of specially hardened steel and they have been found to last about twice as long as conventional equipment.

Trawl galleys are fitted on both quarters, while a fish washer is fitted under the gutting shelter.

Foremast, landing derrick and fish derrick have been made of aluminium by the Emsworth firm of John Powell.

Skipper Smith said that aluminium helps to keep top weight down and is a good stability feature as was proved on the old Rhodello. Her masts and spars were of aluminium.

Steel has been used for the seine derricks and small mizzan mast aboard the new vessel, so as to avoid incompatibility with the steel deckhouse.

Whaleback, gutting shelter and hatch covers are also fabricated from aluminium and, together with the steel deckhouse and other steelwork, were made by the

builders.

Cholmit rubber-cased floodlights are carried on the superstructure and a Francis searchlight is mounted on the wheelhouse top.

Propulsion is provided by a Kolvin TASC8 diesel engine with a continuous rating of 500 shp at 1,350 rpm to drive the 60in. diameter fixed-pitch propeller through a Reintjes gearbox of 4:1 reduction ratio.

Belt-driven from the fore end of the engine are a 110 V generator and two 24 V generators all of Transmotor manufacture.

The Dowty variable delivery hydraulic pump for the winch is driven from the fore end of the engine through a flexible coupling and a Sutherland step-up gearbox.

A Vickers hydraulic pump mounted on the Sutherland gearbox drives the power block, while another Vickers pump unit belt-driven off the extension shaft at the fore end of the engine provides power for the rope reels.

Power for a 3in. Dcami bilge and general service pump, a Transmotor 110 V generator, a Transmotor 24 V generator, and a hydraulic

pump to drive the machinery for fishing retrieval, is supplied by the Lister 59 bhp BWRV auxiliary engine.

Electrically driven equipment includes three Woods ventilation fans and a 2in. bilge and general service pump. Tanks have a capacity for some 3,000 gallons of oil.

Much of the electrical equipment in the wheelhouse was supplied by Woodhouse, Aberdeen, including the Elac LAZ 72 Echoport LAZ 82 Fishplot with picture and bottom facilities; "Sailor" T122 radio; telephone; 24V RT144 vhf radio; Mermid 23 Weather Receiver; Woodson Back system; and a 400 Automatic Pilot.

Some also supplied the Liferadio radio set. Other wheelhouse equipment includes Decca Navigator; Decca Radar; H100 ESG steering gear; and W. Wynstruments Mk2 type window wiper.

fitted in the wheelhouse are the alarm indicator; and the fishroom lighting.

The fishroom equipment includes a Mexico gas cooker and a water heater.

The fishroom is below the wheelhouse. Aflats all heater is in the crew's cabin.

The fishroom is insulated on both sides and both sides with high-density polyurethane with timber framing. It is fitted with a wooden door and wooden floor and is served by a

chilling plant, which is housed in the wheelhouse. The cooling coils are in the deckhead in the fishroom. The plant will be mainly H100 ESG steering gear; and W. Wynstruments Mk2 type window wiper.



## ...Cold chill bits some good

WITH THE need for conservation a major issue in the fishing industry today, fishermen are looking for ways of landing their catches in good condition in order to attract the highest market prices.

As inflation becomes an ever increasing problem they are also looking for ways of cutting down their operating costs.

Chilling plants in the fishrooms of seiner-trawlers have a double advantage in that the catch can be held at a temperature of just above freezing point for as long as required, and the ice supply can be prevented from melting away too quickly.

Rhodello is the latest vessel to be fitted with a chilling plant from the Aberdeen-based firm of Currie and Thom-

son (Engineers) Ltd., through their Elgin branch. This plant, the manufacturers say, is their most up to date unit and comes very near to what they feel is the ideal chilling equipment for this type of vessel.

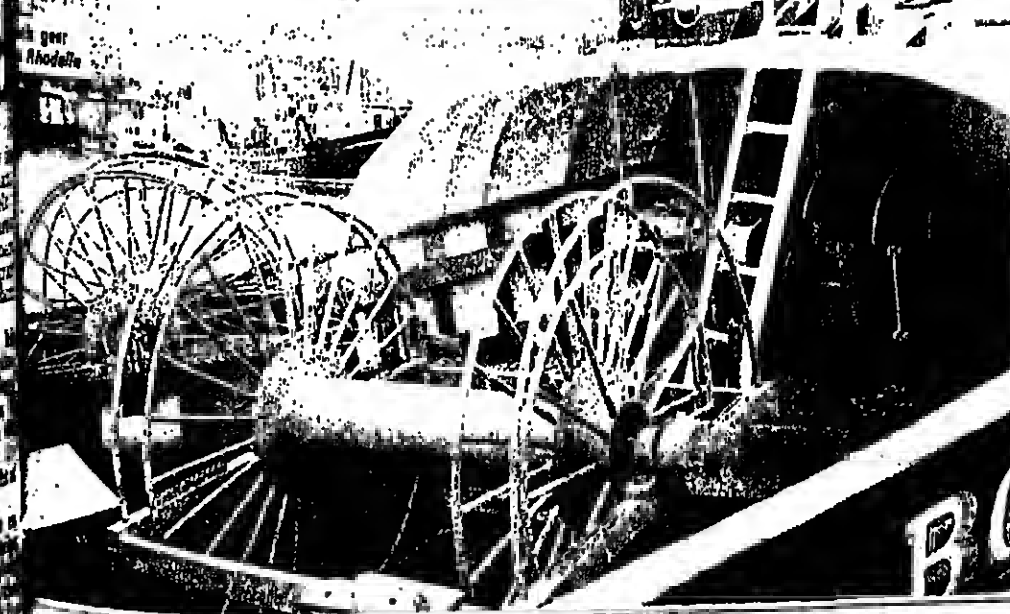
Currie and Thomson have been making chilling plants for some 100 years since 1899, when Skipper George Cowie of Rhodello approached the firm regarding cooling part of the fishroom aboard his wooden vessel the 64 ft. Avon.

The installation included a Frigidaire air cooled condensing unit belt driven from a small Pater diesel engine fitted in the engine room, and two treble banked steel coiled evaporators mounted in the fishroom.

Skipper Cowie was impressed with the performance of the plant that he felt should be an essential part of a fishing vessel's equipment and so he applied for a grant from the White Fish Association.

Before approving the application, the WFA sent this Ministry of Fisheries Torry Research Station to evaluate the plant with a view to assessing its economic value in the fish quality.

Evaluation was made in two comparative trials with Avon, one with the plant in operation and one without. Both trials lasted five days and the same ground



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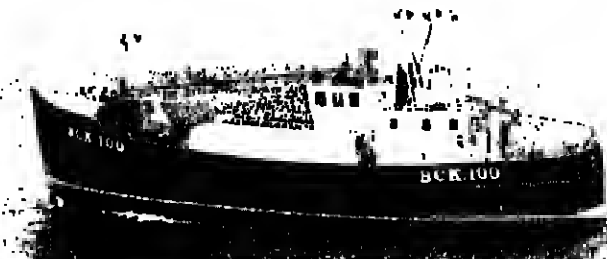
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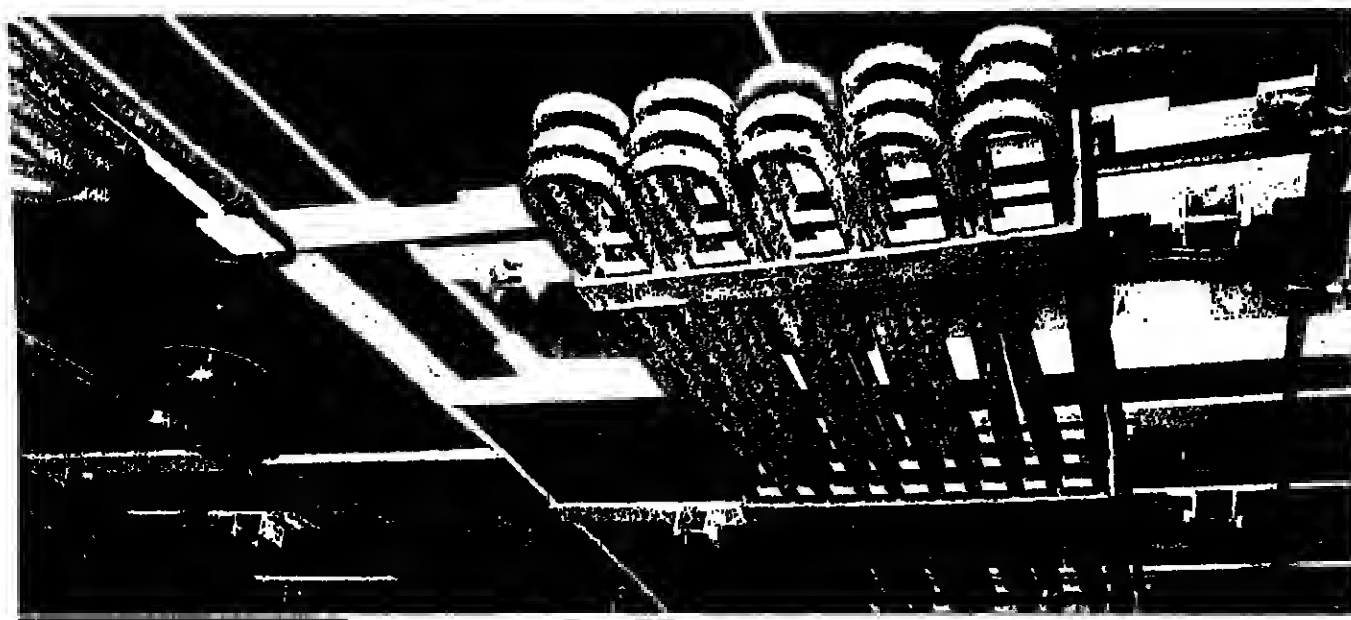
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## Cold chill

Continued from p.8

were fished on both occasions. Torry concluded that chilling plants together with deckhead insulation can improve fish quality on vessels which employ the traditional boxing techniques and can only carry a limited amount of ice.

They point out that the object of the plant is not to prevent the ice from melting as this would partially freeze the catch, but to slow the melting rate down so that the limited amount of ice which these vessels can carry does not run away before the end of a fishing trip.

Scientists recommended a number of modifications to the plant and fishroom including the use of water cooled condensers and a greater

evaporator surface, and full deckhead insulation.

Since 1969 Currie and Thomson have supplied a number of chilling plants to Scottish seiners, incorporating Torry's recommended improvements, introducing modifications to suit the larger vessel.

Skipper Cowie had a plant fitted to his new vessel *Ocean Hunter* built by Macduff Boatbuilding and Engineering Company in 1972, and other installations include the *Buckie boats Airies, Conquest, Seoforth* and *Rouanet*.

Owing to the experience of boatbuilders in installing the equipment, the units have now taken on a much more sophisticated appearance.

Today the standard equipment comprises a three hp water-cooled Frigidaire plant with four steel tube evaporators, and for the bigger boats a five hp plant feeding six evaporators.

The equipment can be fully automated and is normally worked off the boat's 110V d.c. electric supply and incorporating safety controls with a suitable control/alarms system in the wheelhouse.

Currie and Thomson feel that the most recent installation aboard *Rhodella* could well be an important step towards the ultimate in chilling procedures.

All the machinery parts including the electrical installation are fitted in the fo'c'sle well clear of the engine room. It is a three hp unit feeding four tube evaporators which are designed to chill the after half of the fishroom.

A similar installation has been ordered for a vessel now under construction at the Buckie yard of George Thomson and Son, for Skipper Dennis Reid of the Buckie seiner *Conquest*.

The object of these chilling plants, says Currie and Thomson, is to enable the vessel to land a top quality product, thereby bringing better financial rewards for the fishermen.

Although the fish to ice ratio aboard *Avon* is 5:1, this is well above the icing practice recommended.

Following a number of surveys carried out by Torry Research Station, a fish to ice ratio of 3:1 is advised for bringing about a significant improvement in fish quality. However, the traditional boxing methods employed by Scottish seiners, make it difficult for them to adhere to this ratio.

The boxes do not have sufficient room for more than 10 kg of fish in the required 50 kg of ice. In addition the seiners are restricted in the number of boxes and amount of ice they can carry.

## Irish Sea: atom waste warnings

CERTAIN areas of the Irish Sea could be closed to fishermen because of the increasing output of radioactive caesium.

Fish caught in the Irish Sea and off Western Scotland now contain sufficient caesium to cause significant genetic damage to the general population, warned Professor William T. Windle Potts, professor of biological sciences at the University of Lancaster.

Fishermen who fish off the coast in the neighbourhood of Windscale and who are heavy fish eaters already have at least one third of the maximum allowable dose in their diet alone, says the Ministry of Agriculture.

As well as the genetic dangers there is the possibility of fishermen losing their jobs as contaminated areas are usually closed down rather than cleared of the pollution. When this happens the fishermen receive no compensation.

Even if a small sea area were to be closed it could damage the whole fishing industry because of the public reaction to reports of contaminated food, said Professor Potts.

More strictly defined limits on the quality of the effluent from Windscale would help more effective action to be taken in any further case of the output of isotopes started to rise dramatically, he added.

If limits set by an independent body were likely to be exceeded at any time then British Nuclear Fuels Ltd. should have its operations temporarily stopped to restrict the output of radioactive waste, said Professor Potts.



SEPTEMBER 24, 1927

COCKENZIE, Scotland, fishermen hold their annual holiday Box Meeting. Crowds of fisher-folk from the Firth of Forth join a procession through the streets after local fishermen discuss their year's fishing. Procession holds for dancing and fishermen, wives and sweethearts are dressed in their Sunday best.

GERMAN steam trawler crews find out the secret location of new hake grounds discovered on exploratory trips from Floutwood.

ROBINSON Crusoe should have been envied, not pitied, as the island was shipwrecked on. It is one of the most picturesque and fruitful spots in South America, according to America's Smithsonian Institution. There are vast resources of shrimp and oysters around Juan Fernandez Island.

## Offer of Cornish beauty area for fish landing

ONE of Cornwall's most beautiful areas has been offered to the National Trust.

The move may help local fishermen to win their fight to allow them to land mackerel there during the winter months.

John Vyvyan, of Tremayne Quay, and owner of Tremayne Quay, on the Helford River, made the offer after weeks of controversy following a local planning application by Cadwath fisherman wishing to use

Tremayne Quay as a landing place for fish.

The application was submitted by Ben Collins on behalf of local fishermen who have often been forced to moor in the river and ferry their catches ashore to pack them on to waiting lorries.

A site meeting by Kerrier District Council led to strong opposition from local conservationists and the Department of the Environment have taken the un-

precedented step of wishing to be kept informed on the situation although no appeal stage has yet been met.

Mr. Vyvyan has sympathies with the fishermen and appreciates their need for a suitable spot to land fish, particularly in view of recurrent economic rises and increasing unemployment in Cornwall.

Because of the controversy, he has offered the complete project, that is Tremayne Quay, a boat house, a strip of nearby woods and the access roads to the National Trust.

The plan will be discussed at a meeting in October, but sympathies are known to be with the local fishing industry.

Local conservationists claim it would lead to commercialisation of the river. They say it was never intended for fishermen and should not be used as such in the future.

Others claim that fishing, as one of Cornwall's leading industries, should be allowed, and the men, who are finding it increasingly difficult to find a place to land their catches should be allowed to use the area.

If allowed, the quay, first built in the 19th century, would cater for about 10 boats. All would be owned locally by men fishing off the Marnes. Five would be in the 30ft. plus class and others 25ft.

After about 12 to 15 hours at sea, the men need a decent spot to land their catches. As all nearby creeks can at times be treacherous, it would also enable them to carry out repairs to their boats with relative ease.

This week, Mr. Collins submitted the plan to the National Trust and has met officials of the Trust and been asked every conceivable question about the aims of the fishermen. "All we want is a landing place for our fish," he said. "If the National Trust do take over the land, then they will keep a tight rein on any sort of industrial development. We accept this."

Mr. Collins would not agree to a public enquiry. He thinks the case for fishermen is strong enough. "The only way the Trust would take time and trouble to do this is if the fishermen are not allowed to land their catches there," he said.

He would have thought the case for fishermen was strong enough. "The only way the Trust would take time and trouble to do this is if the fishermen are not allowed to land their catches there," he said.

September 23, 1977

September 23, 1977

## 'Girl Rona' is raised from 200ft of water

A 50-TON Devon trawler is back in her home port of Teignmouth after laying on the seabed in 200ft. of water off the Cornish coast for eight months.

An amateur team of divers raised her after she had been written off as too costly to salvage.

The 50ft. steel trawler *Girl Rona*, owned and skippered by Reg Matthews of Teignmouth, developed a leak in heavy seas off Bodman Point, South Cornwall, on January 28 (Fishing News, February 4).

Skipper Matthews and the crew were rescued, but the craft, which has a replacement value of £150,000 sank in upright position.

Reg did not give up in his salvage efforts to raise his £80,000 trawler which had only been at sea for one year, although other experts said that the cost would be too much.

Being a former member of the British Sub-Aqua Club he was aware of the lifting technique used to raise war-time vessels.

He contacted John "Jack" White of the BSAC and they worked out a lifting operation, using five-ton lifting bags.

Amateur divers of the BSAC began work six weeks ago. They handed together nine of the bags to push up *Girl Rona* 50ft. at a time, so that she could be towed to shallower water by the trawler *Gerryann C*.

The pear-shaped bags, which were 10ft. high with a diameter of six ft., were inflated by a compressor mounted on the towing vessel.

The lift-and-tow system was repeated several times and the trawler was eventually hauled into Mevagessy harbour, beached, pumped-out and prepared for the trip to Teignmouth.

It is claimed to be the first attempt by amateurs to raise a ship of this tonnage from such a depth. It could give hope to owners of similar sunken trawlers.

## Manx herring £61 a unit

WITH JUST a week of this year's Manx herring season to run prices have broken the £60 barrier for the first time ever. They reached an all time record of £61.80 per unit on Tuesday.

Prices first went over the £60 mark last Thursday when the Dutch and Swedish buyers were fighting it out bidding at the local auction.

Some of the 4,708 units landed that day fetched £61.80 and as each unit held only two boxes, the Continental and Scandinavian buyers

are paying over £30 for a box containing only a couple of hundred fish.

Again on Friday prices went over £61 and the trend continued this week when the 841 units landed went for up to £61.30 and a big landing of well over 5,500 units brought in on Tuesday fetched even more at the auction, hitting the all time high of £61.80.

The herring fishing in the Isle of Man's fishery will end from next Friday, September 30 as the island's seven-week closed season starts on October 1.

## ...bringing a big bonus for Guy

THE RAISING of *Girl Rona* gave crewman Guy Leggett a £20 bonus this week.

He lost the £20 when *Girl Rona* sank earlier this year. "We had little time to pick personal possessions because it all happened so quickly," said Guy.

"I thought I'd seen the last of £20 in cash which I left in my jacket in the cabin".

But when the trawler was

raised his jacket was found — and inside were the notes, still in good condition, despite six months on the seabed.

The trawler, which was towed to her home port by *Gerryann C* was too late for the blessing of the boats ceremony at Teignmouth.

Owner Reg Matthews, disappointed at missing it, has arranged a special blessing by local clergy of both his trawlers on Saturday.

## Oil junk damages 2 boats

TWO MORE Shetland boats have had their gear damaged by debris on the seabed in the vicinity of the oil pipelines from North Sea fields to the Sullom Voe oil terminal.

The Whelshy boat *Korona* received several hundred pounds worth of damage when she picked up a piece of jagged metal on the seabed south of the island of Fetlar. *Medalia* had to drop her net when it caught up on something heavy on the seabed.

Both boats are claiming compensation from the oil industry. A BP spokesman said that the piece of metal which damaged *Korona*'s net appeared to have been in the water for only a few days.

There had been no work

done on the pipeline for months in that area, he said, but oil rigs there had been sheltered during recent bad weather, and it is possible the debris came from them.

The two incidents this week are the first since a local boat *Wolverat*, was chartered by the oil industry last year to cover the areas around the pipelines with a special dredge in an attempt to pick up debris.

She did have some success, but many fishermen believe that there is still a lot of oil related junk on the seabed waiting to be picked up in the nets.

## Limited edition



THE Scottish fisheries museum is offering a limited edition of 50 prints of a painting by the late John McGhie for sale.

The original was owned by the late Provost Carstairs and was given to the museum in 1969. The first print was made for the BBC in 1972 and presented to Gilbert Buchan MBE in recognition of his assistance in the production of the documentary *Shoals of Herring*.

The profit from the sales will be used by the museum to purchase a copy of this film for their library or a similar item for the museum.

The trustees have agreed that no further prints will ever be offered for sale and a certificate to this effect will be sealed to the back of the painting.

The price of the print is £272 and applications with cheque should be made direct to: Gordon Clarkson, Curator, Scottish Fisheries Museum, St. Ayda, Shore Street, Aberdeen.

Unsuccessful applicants will have their cheques returned immediately.

## MANX 'FARCE'

SIR, The conservation measures brought into force by the Isle of Man government seem to be the biggest farce the fishing industry has ever seen.

Last week the quotas were doubled from five units to 10 units per man per day. Why? Because it is not known whether the boats which have licences will be able to catch the full quota before the fishing is closed.

Would it not have been better to have set the quota at a level which would allow the boats to catch the full quota before the fishing is closed?

Boats which grossed £12,000 last week will now double their gross if they catch

## LETTERS

their full quota every day. Does a fantastic gross of £24,000 per week come under the umbrella of "conservation"?

The Manx government is not responsible for stocking its waters, so why do they think they can discriminate between boats and say who are to be allowed to fish and who are not.

A total quota must surely have been decided on for "conservation" measures, so why should it make any difference whether there are 20 boats or 200?

I would have thought the

more boats they allowed to fish their waters the more benefit it would be for the whole island. The fishermen alone would have known the benefit, as boats mean money to everyone connected with the fishing industry.

Is this the thin end of the wedge for the fishermen who have not been granted licences this year?

What of years to come? Will the fishing be worked on a rota basis whereby the boats which were granted licences this year will not get one next year or is the Manx fishing destined to be a restricted fishing zone from now on?

Shells A. Riddle, 81 Street Road, Garraunstown, Banbridge.

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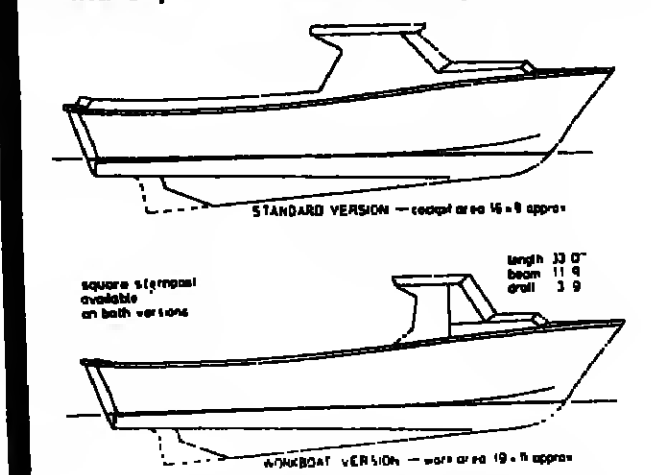
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